

MOTORCYCLE 101

Basics for Non-Riding Leaders



ARMY SAFE
IS ARMY STRONG

**Hey
Sarge...
I'm going
to buy a
motorcycle!**

Do you have insurance?

WHAT KIND ARE YOU
GOING TO BUY?

**HAVE YOU BEEN
TO THE BRC?**

**HAVE YOU
RIDDEN
BEFORE?**

DO YOU HAVE A
MOTORCYCLE
LICENSE?

DO YOU
HAVE THE
REQUIRED
PPE?

**HOW MUCH
IS IT GOING
TO COST?**

**DID THE COMMANDER
COUNSEL YOU YET?**

Ride Hard...Ride Right

Valid state driver's license with motorcycle endorsement

Progressive Motorcycle
Program (PMP)

Safety
requirements
counseling from commander

Motorcycle attributes
and modifications

Motorcycle
insurance

Personal protective equipment



Ridership

- During the last decade, motorcycle riding has become increasingly popular in the Army. An estimated 80,000 Army personnel, or 14.5 percent of the Army population, now ride a motorcycle.
- Increased ridership means there is increased potential for accidents.
- Riders are inherently more vulnerable in accidents than drivers or passengers in four-wheeled vehicles.

The Basics & Beyond

The Army Progressive Motorcycle Program is designed to consistently keep motorcycle operator training current and sustain or enrich rider skills.

■ Basic RiderCourse

- Prior to operating any motorcycle

■ Basic RiderCourse 2 or Military Sportbike RiderCourse

- Within 12 months of BRC completion

■ Motorcycle Sustainment Training

- Every 5 years following completion of the ERC or MSRC

■ Motorcycle Refresher Training

- Deployment greater than 180 days
(on the individual's motorcycle)

The garrison safety office can provide information
On how to register for classes.



More Basics Information

- **Civilian equivalents:** The Basic Rider Course II is synonymous with the ERC, and the Advanced Rider Course is synonymous with the MSRC.
- Completion cards issued at non-military training sites may differ in appearance (*no MSF logo*) than those issued at Army training sites. The omission of the trademark MSF logo is not sufficient reason to discount the card.
- Commanders must make every effort to ensure their Soldier riders complete scheduled training to help eliminate no-shows and prevent training backlogs.

License, Endorsement, & Motorcycle...Oh My!

- All 50 states and the District of Columbia require riders to obtain a motorcycle operator license or endorsement before they ride on public highways.

- Check the back of the license for the endorsement type.



Endorsements are usually noted by a letter of the alphabet under the block. The example above shows a motorcycle only license.

Insurance... Well Worth The Price

- Soldiers are required to have current and valid insurance on their motorcycles.
- Motorcycle insurance can be expensive due to the age of the operator and nature of the vehicle (*faster the motorcycle, more association with high-risk behaviors*).
- Reduce costs by taking approved motorcycle safety courses, and bundle with other policies (*car, homeowner, renter, boat, etc*).

Unit Motorcycle Safety Program

- Counsel the motorcycle rider**
- Check license, endorsement, insurance, registration and PPE**
- Inspect motorcycle**
- Track required training**
- Include individual risk assessment**
- Take appropriate administrative or punitive measures for acts of indiscipline**

Personal Protective Equipment (PPE)

- **Helmets**: Minimum must be DOT or host nation approved
- **Goggles and face shields**: Impact/shatter resistant goggles or full-face shields attached to the helmet; must meet or exceed ANSI Code Z87.1 for impact and shatter resistance
- **Sturdy footwear**: Leather boots or over-the-ankle shoes required
- **Protective clothing**: Includes long-sleeved shirt or jacket, long trousers and full-fingered gloves or mittens made from leather or other abrasion-resistant material
- **Garment visibility**: Riders are encouraged to incorporate bright colors and/or reflective material into their protective clothing

Personal Protective Gear

Helmets

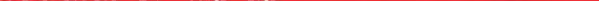
For personnel riding motorcycles and ATVs in the United States, helmets must be certified to meet DOT Federal Motor Vehicle Safety Standard No. 218. For personnel riding motorcycles and ATVs outside the United States, helmets must meet the host nation standards.

Motorcycle helmet types:

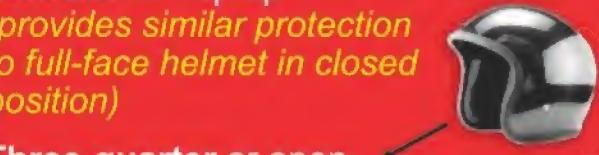
Full-face (provides the most protection)



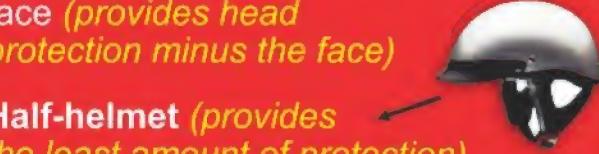
Modular or "flip up"
(provides similar protection to full-face helmet in closed position)



Three-quarter or open-face (provides head protection minus the face)



Half-helmet (provides the least amount of protection)



PPE pictures are for reference only

Protective Clothing

Jackets designed for riding with protective padding are highly encouraged. All riders should wear jackets made of leather or other abrasion-resistant material. Some examples of riding jackets:



Some riders also opt to wear protective pants or chaps.



Foot Protection

Foot protection includes sturdy over-the-ankle footwear that affords protection for the feet and ankles.



Eye Protection and Gloves

Eye protection designed to meet or exceed ANSI Z87.1 for impact and shatter resistance includes goggles, wraparound glasses or a full-face shield (properly attached to a helmet).



Full-fingered gloves or mittens should be constructed from leather or other abrasion-resistant material.



Helmets

The way to find a well-made, reliable helmet is to look for the DOT and/or Snell sticker on the inside or outside of the helmet. The sticker means the helmet meets the safety test standards of the U.S. Department of Transportation and/or the Snell Memorial Foundation.



DOT Helmets

USDOT Symbol

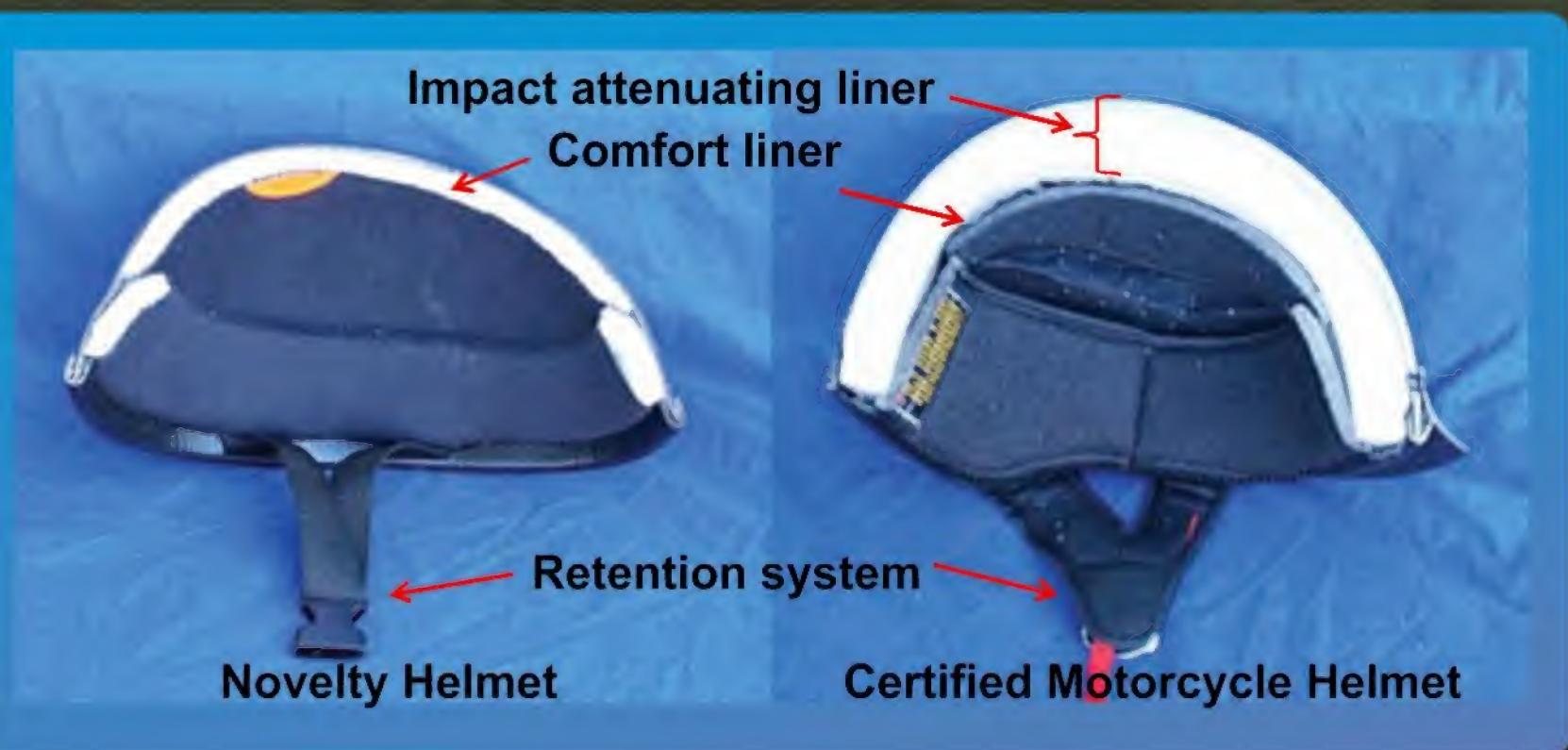
- The symbol "DOT" constitutes the manufacturer's certification that the helmet conforms to the applicable federal motor vehicle safety standards. The symbol appears on the posterior outer surface, in a color that contrasts with the background, in letters at least $\frac{3}{8}$ inch high, and between $1\frac{1}{8}$ inches and $1\frac{3}{8}$ inches from the bottom edge of the helmet.
- It is important to note that an approved helmet may no longer bear the DOT sticker if it has been removed or covered by a custom paint job. Also, contraband DOT stickers can be obtained for the purpose of applying them to unapproved helmets.



Three examples of USDOT stickers

Novelty/Fake Helmets

- “Novelty helmet” describes any helmet that is similar in form to a motorcycle helmet designed for on-road use, but is not certified by a manufacturer to meet the minimum safety performance requirements of FMVSS No. 218.



Novelty/Fake Helmets

■ Labeling USDOT approved

- Manufacturer's name or identification
- Precise model designation
- Size
- Month and year of manufacture
- Instructions regarding construction and other safety-related information



■ Labeling novelty type

Most novelty helmets will either have a disclaimer that the helmet is not intended for street use, is not intended as safety equipment, for display purposes only, etc., or have no labeling at all.



Motorcycles are not created equal...

SPORT



CRUISER/TOURING



STANDARD



DUAL PURPOSE



MOPED



SCOOTER



ENDURO



MOTOCROSS



TRIAL



POCKET



What to look for when inspecting a Soldier's motorcycle?

What can I use to help me inspect?

T-CLOCSSM Inspection Checklist



T-CLOCS ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
T-TIRES & WHEELS				
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects.	Front	Rear
	Air Pressure	Check when cold, adjust to load.	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel: "ring" = OK — "thud" = loose spoke	Front	Rear
	Cast	Cracks, dents.	Front	Rear
	Rims	Out of round/true = 5mm. Spin wheel, index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning.	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside.	Front	Rear
Brakes	Function	Each brake alone keeps bike from rolling.	Front	Rear

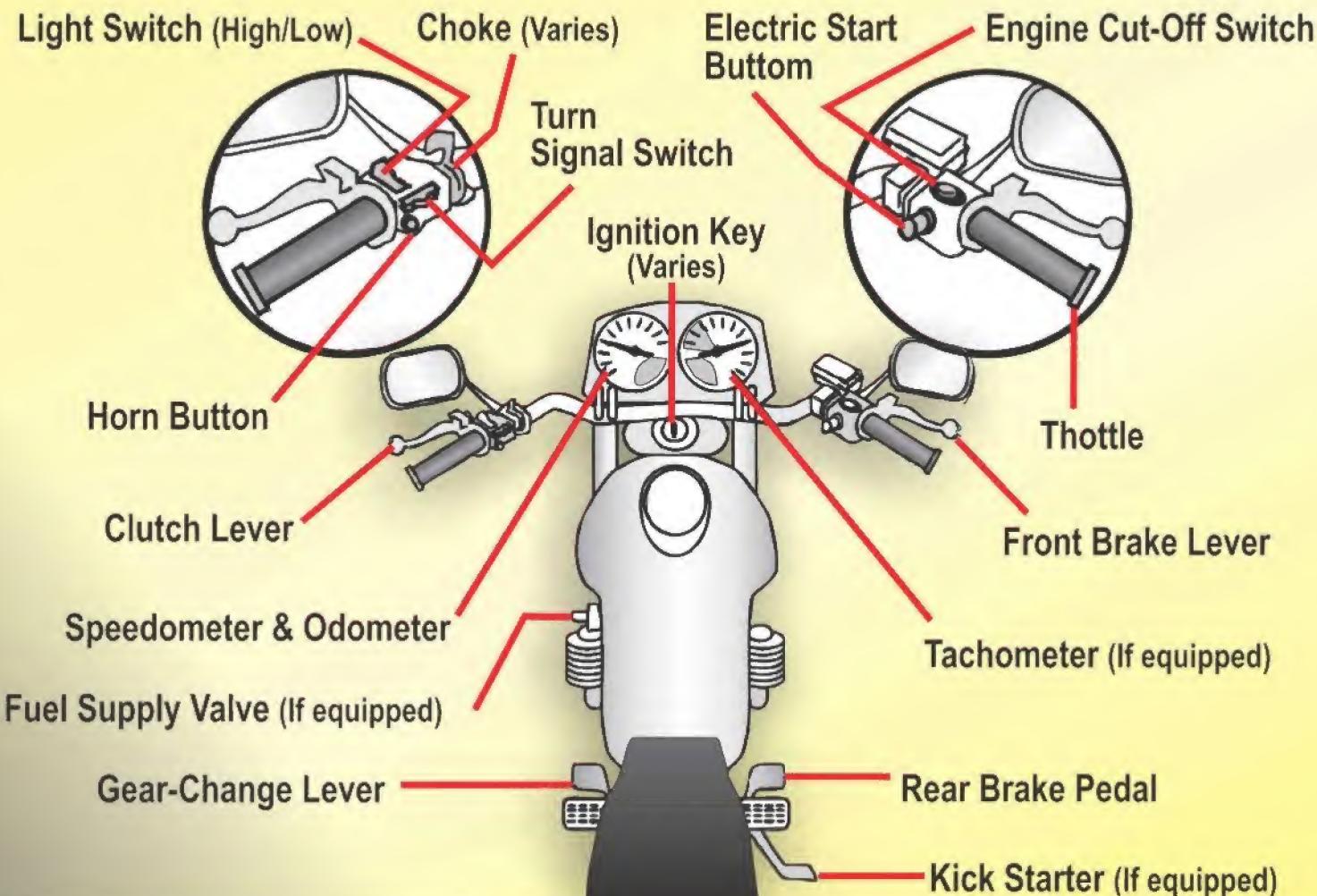
https://safety.army.mil/Portals/povmotorcyclesafety/docs/T-CLOCS_Inspection_Checklist.pdf

Tires & Wheels

- Motorcycle tires can wear down much faster than car tires.
- Checking often for proper tread is key to safe riding.



Controls



Lights

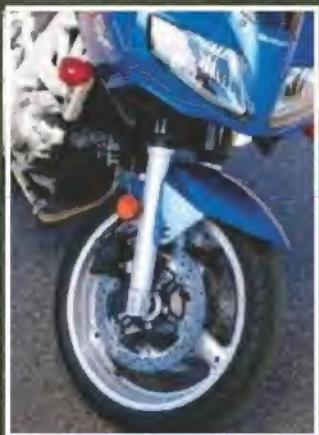


Oil



Chassis

Forks



Rear Shock(s)



Chain



Shaft Drive



Stands

Side Stand



Center Stand



Are Modifications Wrong?

Bikes MAY be modified for looks or purpose (bike shows, performance), but MAY ALSO be an indicator of a high-risk rider.

License Plate Hidden



“Under Tail Kit”

- Hard to see
- May not have lights
- Out of sight of police

Headlight Covers



Rearview mirrors removed/ missing



- Mounted over headlights
- Similar to scheme or color
- Limits headlight effectiveness
- Night visibility degraded for both rider and other drivers

More Modifications

Stretched Wing Arms: Rear wheel will extend beyond fender/body

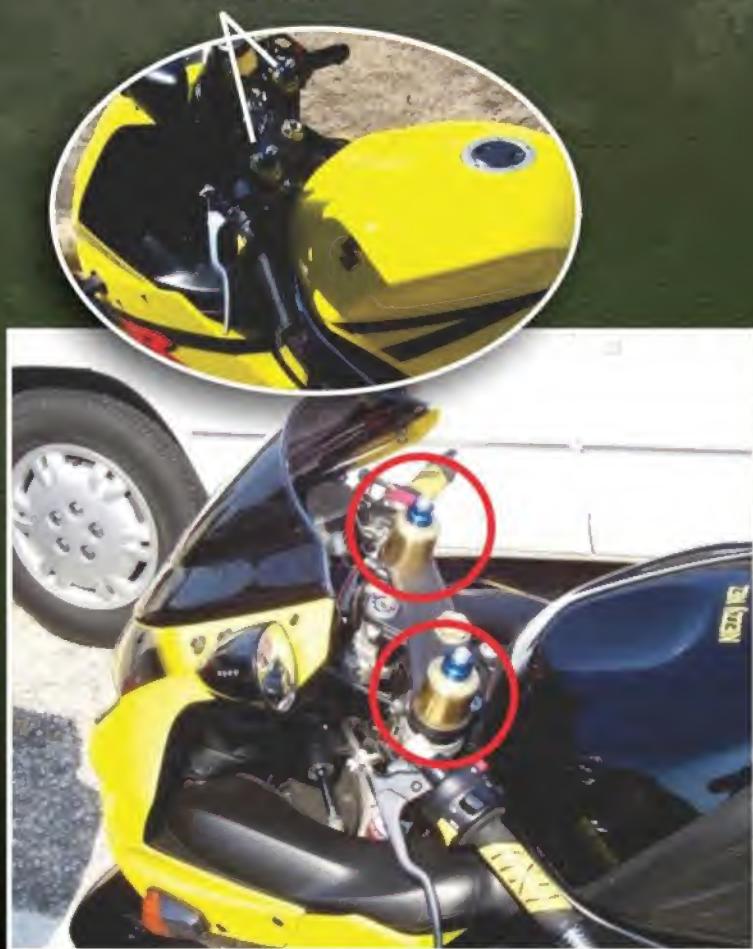


Stock Swing Arm



More Modifications

Stock



Lowered Front End

Protective Metal Cage



Modifications to look for?

The types of modifications that riders apply to their motorcycles are far too numerous to list. From nitrous bottles, air ride suspensions, to stretched swing arms; there is almost no limit, other than money. Unfortunately, many riders do not understand the negative effects of the modification to include degraded handling, accelerated component wear, and the legal ramifications.



Homemade lowering link



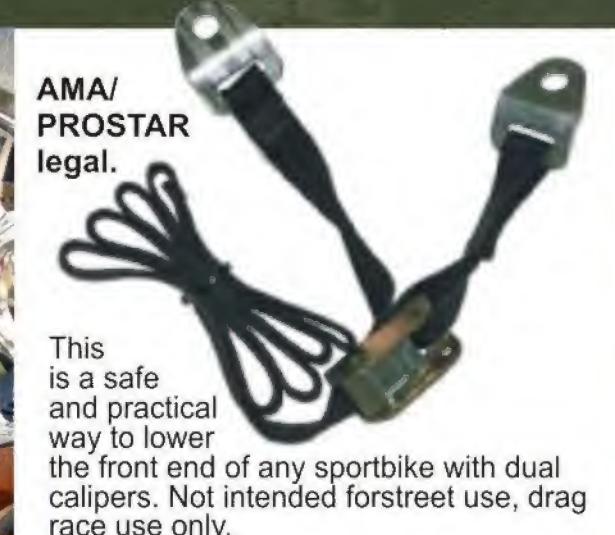
Hideaway license plate



Stretched Swing Arm



Fork tube raised to lower front of motorcycle



AMA/
PROSTAR
legal.

This is a safe and practical way to lower the front end of any sportbike with dual calipers. Not intended for street use, drag race use only.



Swing Arm
nitrous bottle mounting

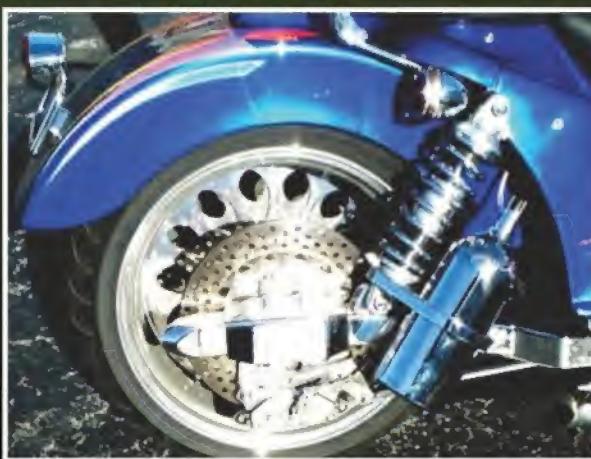
More Modifications



Non-DOT signals

- Sometimes called “flush mounts”
- Very hard to see when looking at them
- Most likely unnoticed by other drivers

FLUSH MOUNTS



Nitrous oxide (AKA nitrous, NOS)

- Increases power
- Can damage or destroy engine

More Modifications

Illegal?



Ape Hangers

Illegal?



Is this illegal?

Exhaust

Is this stock?



National Guard & Reserve

National Guard Soldiers can access training through GKO or their state safety officer.

The screenshot shows the Army National Guard GKO website. The main navigation bar includes links for Home, Documents and Lists, Create, Site Settings, Help, and Logout. The page title is "Ground Safety (AVS-B/G)". The main content area features three boxes: "Safety and Occupational Health Specialist" (Mr. John Cicilese), "Safety & Standardization Branch" (Ground Safety Section Chief Ms. Agnes Eisenhart), and "Tactical Safety Officer" (CW4 Rik Cox). Below these are sections for "WHAT'S HOT IN ARNG", "ARNG MOTORCYCLE SAFETY", "AUTOMOBILE SAFETY", "POV TOOL BOX", "Explosives Safety", "WINTER SAFETY", "HOLIDAY SAFETY", and "PUBLICATIONS". A sidebar on the left lists various safety programs and links, including AVS-A, AVS-B, AVS-C, AVS-D, AVS-E, AVS-F, AVS-G, AVS-H, AVS-I, AVS-J, AVS-K, AVS-L, AVS-M, AVS-N, AVS-O, AVS-P, AVS-Q, AVS-R, AVS-S, AVS-T, AVS-U, AVS-V, AVS-W, AVS-X, AVS-Y, and AVS-Z.

A graphic titled "Payment For Training at Private or Civilian Training Facilities". It features a photo of a motorcycle rider. Text on the graphic states: "All training must be Motorcycle Safety Foundation (MSF) certified." and "When this training is provided by civilian private companies, your area Regional Support Command will be responsible for the payment to the establishment." It also says "Contact your area Regional Support Command Safety Office for additional information". A list of phone numbers for various RSCs is provided:

63rd RSC	- (650) 526-9678
81st RSC	- (803) 751-9790
88th RSC	- (608) 388-0552
99th RSC	- (609) 562-7469
1 MSC	- (787) 707-2560
9 MSC	- (808) 438-1600 ext 3367

Reserve Soldiers should contact their RSC for additional information.

Leader: Ask Yourself...

- **What are my responsibilities to my riders?**
- **What are the regulatory requirements I must enforce?**
- **How do I create a disciplined rider?**
- **How do I create a safety culture for my riders?**
- **What are appropriate administrative or punitive actions in the case of an indisciplined rider?**
- **Motorcycle Mentorship Program?**



ARMY SAFE
IS ARMY STRONG

USACR/SAFETY CENTER HOME | ABOUT US | HELP | CONTACTS & FEEDBACK

MMP

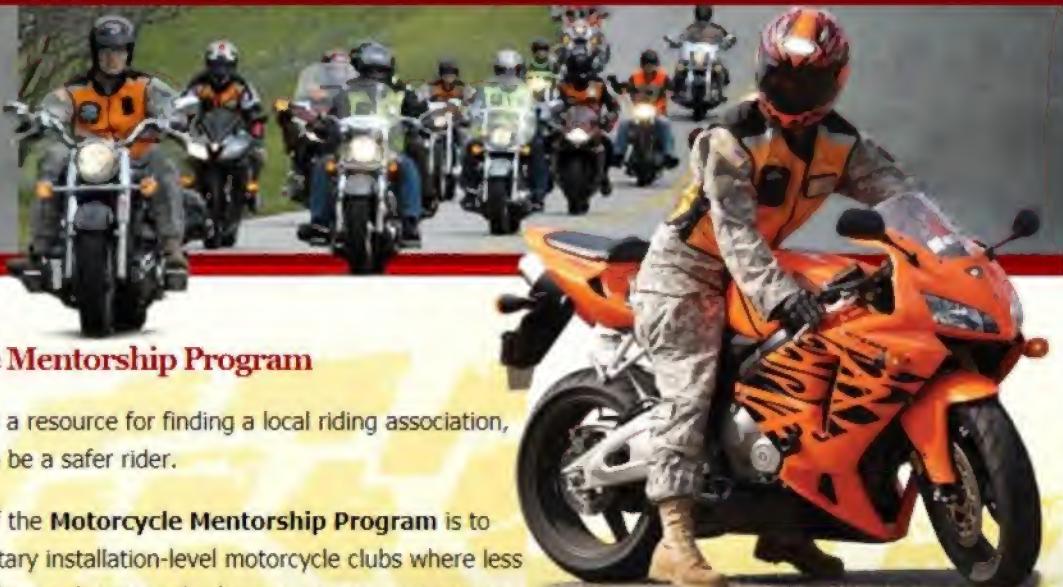
MOTORCYCLE MENTORSHIP PROGRAM

- ABOUT MMP
- SAFETY TIPS
- EVENTS
- BEST PRACTICES
- CONTACT US
- ASSOCIATIONS
- REGULATIONS, MESSAGES, POLICY
- TRAINING

Welcome to the Motorcycle Mentorship Program

Use this site as a resource for finding a local riding association, and learning to be a safer rider.

The purpose of the **Motorcycle Mentorship Program** is to establish voluntary installation-level motorcycle clubs where less experienced riders and seasoned riders can create a supportive environment of responsible motorcycle riding and enjoyment. Such an environment can create positive conduct and behavior and serve as a force multiplier that supports a commanders motorcycle accident prevention program.



PLRs

DLR 10-14-10 - POW/MIA HELICOPTER SOURCE
LDS

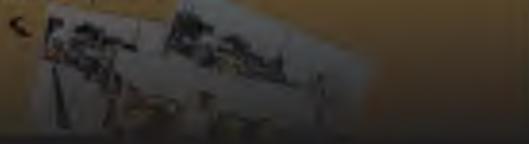
Need Help?

Safety Tips and Information

Motorcycle Training Courses: Please contact your Garrison Safety Office for information or questions on courses at your location. For courses in your local area please use the Military on Safety Foundation website.

Photos

Click the photos



Contact Information

Please contact us with questions or feedback:

Driving Directorate

[usarmy.rucker.hqda-secarmy.list.safe-army-rider-
educ@mail.mil](mailto:usarmy.rucker.hqda-secarmy.list.safe-army-rider-educ@mail.mil)

(334) 255-1390

(334) 255-2892

(334) 255-3039